# DEEP SEA MONSTER

The Submarine Torpedo Boat Now Ballding at Baltimore

IS A VERITABLE ANNIHILATOR.

Sail Under the Surface of the Water, but Everything that is Going on Above Can be Seen Below-The Craft, if Successful, will be Able to Destroy a \$1,000,000 Battleship at One Discharge-Some of the Novel Devices Employed in Her Con-

BALTIMORE, July 7,-The Holland submarine torpedo boat for the United States navy will be launched here soon. The vessel is shaped like a cigar and is constructed of steel. The T-shaped frames of the craft are three and a half inches in thickness and weigh twelve pounds to the foot. The plates of the vessel are half an inch in thickness and vessei are half an inch in thickness and taper down to five-eighths of an inch at the ends of the boat. In the centre of the back of the boat is an armored turret covered with four inches of Harveyized steel. The turret is a feet long, 4 feet high and nearly four feet in width. The vessel is equipped with five ruders, one of which is a drag, and five propellers.

The vessel is equipped with five rudders, one of which is a drag, and five propellers.

The motive power will consist both of steam and electricity. The boat is to run on the surface like an ordinary vessel, also a wash or submerged until only her turret and funnel show above water, and she is to travel and lay under the sea for the purpose of firing torpedoes into the hull of a hostile warship.

Two torpedo tubes are in the bow of the craft. While running on the surface the boat will be propelled by three sets of triple expansion engines, having 1,625 indicated horsepower. Steam is to be furnished by a water tube boiler heated by petroleum fires. The engines are geared to twin screws placed under the stern of the vessel and to a third propeller at the stern point of the craft. The three are to develop a speed of sixteen knots per hour, which is much above the average.

To sink the boat to the awash condition fourteen tons of water will be admitted to the ballast tanks, which occupy the spaces between the floors and the bottom of the hull. It is in this condition with nothing but the \$1 turret exposed, that the boat will approach an enemy. The difficulty of hitting such a small target or of discovering it at night are obvious.

When the man-made diver is to be completely submerged the commander in the turret stands before an electrical switchboard. He presses a button and one of the crew of ten closes the furnace doors and seals them airtight, so that the heat of the fires will not consume the breathing air of the craft. Next the funnel and air shaft will be automatically drawn down into the boat and near its stern is a drag, which resembles a long, narrow rudder. Just before the diversité drag is to be greared to the two

in. On the back of the boat and near its stern is a drag, which resembles a long, narrow rudder. Just before the dive this drag is to be geared to the two perpendicular and two horizontal rudders at the stern of the vessel.

As soon as the drag and the rudders lie dead aft and the course appears straight ahead the drag and the rudders are connected by a clutch. The slightest deviation of the craft from its true course will throw the drag out of line and this will so operate the rudders that the vessel is quickly brought back on her course again. This method of steering under water has been adopted because a compass is uscless among so much steel, and the inventor states that it is impossible

because a compass is uscless among so much steel, and the inventor states that it is his experience that it is impossible to see beneath the water.

When the steering sear is in position, one more ton of water is admitted to the ballast tanks and the buoyancy of the vessel is almost overcome. The craftretains 375 pounds of buoyancy out of a total weight of 133 tons. It is designed that she cannot sink from her own weight. She must be driven below the sea. This is accomplished by the aid of the two horizontal rudders at the stern, which are to be used to overcome the slight buoyancy. Each has a surface area of about four square feet. The forward ends of the rudders are to be inclined upward and their after ends are to be pressure of the water against the titted rudders will raise the stern and depress the bow forching the boat to dive.

The versel is to sink out of sight in one minute. For awhile she will be operated by the steam left in the boiler when the furnage was closed. When this is exhausted electricity will be used. The vessel carries storage batteries weighting thirty-two tons. These are connected with a seventy horsepower dynamo? The dynamo is gesred by cognitively to the three propeller shafts. The

ressel is built to stand the prese vessel is built to stand the pres-of the sea at a depth of 75 feet, but will not go deeper than about 20 feet a in action. This manufactured oise must also sink herself while is lying at rest. This will be ac-lished by means of a small propel-n top of the bow and a small pro-ron top of the stern, both of which py horizontal positions. When the tanks are full these two propellers

per on top of the sow and a sman propellor on top of the siern, both of which occupy horizontal positions. When the last tanks are full these two propellers are to be set in motion, when they will overcome the slight buoyancy and force the boat below on an even keel. If in shallow water she may drop a mushroun anchor, which the boat will carry under her bow forward, and remain below, if necessary, for three days waiting for an unsuppecting enemy.

While in this position the air supply will be replenished by a line of hose attached to a floater. This apparatus is released from the boat when the floater sizes to the surface, sarrying the hose with it, Then the air compressor aboard the boat will draw air down into the boat and store it in ten bronze tanks which are capable of a pressure of 2,000 pounds to the square inch. Should an accident prevent the vessel from rising to the surface, the crew will put on diving suits, allow the craft to gradually fill with water, a hatch will be opened and the buoyancy of the suits will carry the men to the surface.

A novel device will be used to ascertain the vessel's position when foos are urking overhead. When the enemy is around alse will not want to show her nose, for fear of frightening them off. She is to the to within three feet of the surface, when a tube will be projected upward from the turret. This tube will show a distance of one foot above the water.

In its top will be a revolving mirror, inclined at an angle of 4 degrees. This mirror is to catch an image of all that is transpiring on the sea, and reflect it down into the turret of the beat for the benefit of the navigator. It is designed that the vessel's own buoyancy will bring her to the surface when she is not held down by her rudders and propellers.

The loss of weights when submerged such as torepdoes fired and petroleum.

bring her to the surface when she is not held down by her rudders and propellers.

The loss of weights when submerged such as torepoises fired and petroloum and water consumed, will be compensated for by the admission of water. The fighting power of the steel fish is to consist of the weights when submerged the fighting power of the steel fish is to consist of five Whitehead torpoders, which will be fired from the bow of the beat. These are 11 feet 3 inches in length and is inches in width. As they leave the submarine craft a frigger sets in motion the pneumitic machinery which they contain for operating the tipy series and propellors that guide the 20-jound package of explosives toward the hall of the enemy.

If successful, this craft, which cost fish,000 to build and is manned by ten men, will be able to sink a 8,000.000 battleship in a jiffy. Should an enemy sill the channels of an American port with torpedoes this boat will be expected to carry y messages throught a hostile dect and live in the fire-swept zone between two contending fleets. She may lie in chan-contending fleets, She may lie in chan-contending fleets. She may lie in chan-contending fleets, She may li

nels waiting for a foe to pass over her, when she will let loose one of her torpedoes. The Monitor revolutionized scattlining, and Mr. Hitchborn, the United States mayal constructor, has said that the Holland boat may do the same. The submarine boat is the invention of Holland, whose boat, recently constructed at the Nixon shipparts in Elizabethport, is about to take her trial spin under the water. The boat now building here and which will be launched in a few days is \$5 feet long and 11½ feet heam.

### THE MYSTERIOUS SHOOTING

Of a Chicago Bicyclist Being Unraveled by the Police.

CHICAGO, July 7.—The police now have a theory that the mysterious shooting of bicyclist Nelson while in the company of Mrs. Staples in Washington Park last week, was a case of mistaker identity; that the shots were fired by

Park last week, was a case of mistaken identity; that the shots were fired by a highwayman, and that robbery was the motive. Incidentally they are searching for Prof. C. E. Copeland, formerly principal of the high school at Delaware, Ohio, who the police think was the intended victim of the robbers. Prof. Copeland came to Chicago June 20 to visit an old friend. He was an entusiastic wheelman, and spent much of his time in the parks and along the boulevards. On June 29, the same evening Nelson was shot, Copeland had a draft for \$700 cashed at the American Exchange Hank. It has been learned that the professor was followed from the bank by a roughly dressed negro. The pelice have also learned that the professor after drawing the money went to Washington Park, and that he was followed by the negro at least part of the way. The police believe the negro followed Copeland directly into the park for the purpose of robbery, but lost track of him after dark, and by mistake shot Nelson. Every effort is being made to find Copeland, who has not been seen since the night of the shooting.

PUT an end to misery. Doan's Oint ment will cure the worst case of Itchl Piles there ever was, and do it alm instantly. Years of suffering reliev in a single night. Get Doan's Ob-ment from your dealer.

### FINANCE AND TRADE

The Features of the Money and Stock

Markets.

NEW YORK, July 7.—Money on call easy at 1@1% per cent; last loan 1% per cent; closed at 1% per cent. Prime mercantile paper 3@4 per cent. Sterling

per cent; closed at 1% per cent. Prime mercantile paper 364 per cent. Sterling exchange steady and duil, with actual business in bankers' bills at 48 684,69 4 87 for demand and at 48 585,694 88 for 60 days. Posted rates 34 864,694 87 for 60 days. Posted rates 34 864,694 87 for 60 days. Mexican dollars 47c.

To-day's market for securities showed the most notable advances in prices that have occurred since a week ago from last Monday, the day of the "bulge." which was looked upon as marking the culmination of the upward movement. But, whereas the sales of that day reached an aggregate of over 500,000 shares, to-day's sales fell below 180,000 shares, which is the minimum for many weeks, except yesterday. The market was in the last degree professional and reflected no widespread public sentiment regarding the outlook for values, and probably no very well defined or competent private sentiment. The professional traders ever present desire to see prices move was about the only motive that could be discerned in the trading. The short selling of the last few days has had so little effect in bringing out large offers of stocks that timidity overcame the shorts where the rise had attained only small proportions, and the measures they took to cover losses helped the rise. The outside public took no part in the market, the commission house orders having dropped practically to nil. London dealers also continued their distrustful attitude towards. no part in the maring dropped practically to nil. London dealers also continued their distrustful attitude towards American securities and sold down prices of the rallical shares, dealt in on both exchanges. It was not until after the London exchange had ceased trading for the day that any strength appeared in this market. The local security dealers have accepted as a demonstrated fact that foreign capitalists are not yet ready to buy American securities, as it was hoped they would do when improving conditions and a rising market formed an attraction. The rise in prices here has simply invited foreigners to take profits. Estimates of the number of shares now crossing the Atlantic for delivery to purchasers here run as high as 50,800, a large part of which are said to be of St. Paul. This stock absorbed one-fifth of all the dealings on the exchange to-day. London sellins depressed a half, early, but it recovered buoyantly and closed with a net gain of 1%. The strength in this stock and in sugar had an important bearing on the movement of the whole market. The prospects for crops and increased earnings was the argument for the advance in the railways. St. Paul touched 84%, which carries it above last week's rise again. Sugar enjoyed the benefit of yesterday's votes in the senate and the prospect of the early enactment of the anthracite stocks were bought on the bellef that the prolongation of the strike of soft coal miners would help the anthracite business. Manhattan was a marked exception to the general strength, and lost a point. A few of the shares lost fractions, but sains were the rule, and these extended to a point or over besides the cases mentioned in Northwest. Chicago Great Western, Delaware & Hudson, Des Moines & Fort Dodge, Minneapolis & St. Louis do firsts and second rreferred, Lead and Susquellana & Western preferred.

Bond values generally trended upward on a moderate volume of dealings, but gains were slight as a rule. Brooklyn Transit 5°s touched 5°s. The aggregate also were slight as a rule.

Governments were quiet, but firmly held. Sales \$5,000.

The total sales of stocks to-day were 176,819 shares.
Evening Post's London financial cablesram:

The stock markets opened idle and depressed to-day. There was no increase in business, but stocks were senerally firm at the close. Mines were dull. Americans opened flat. Sales disclosed weakness, the buils being frightened by the political situation. New York readily absorbed all the stock offered, however, and prices closed at the best with a firm tone. The decline in the Bank of Bombay rate of discount is believed to be preparatory to the immediate issue of a rupes loan in India. The weekly drawings of council drafts have been reduced to twenty-five lakhs for next week.

The Paris and Berlin markets were steady.

BONDS AND STOCK QUOTATIONS. FONDS AND STOCK QUOTATION
New U. R. & rog. 1555 Nash. & Chat.
New U. S. & scoul.E55 N. J. Central.
U. S. & scoul.E55 N. J. Central.
U. S. & scoul.E55 N. J. Central.
U. S. & scoul.E56 N. J. Central.
U. S. & scoul.E57 Northern Pac.
U. S. & Stories Northern Pac

# Pillsbury's

New Health Flour ...

# GERMOS

Germos flour is manufactured after a special process known only to ourselves, and is guaranteed by the Pillsbury-Washburn Flour Mfg. Co. It contains a wealth of phosphates, over four times as much as ordinary flour, and is therefore a great brain nourisher.

As a strength-giver it is twice as good. It embodies all the nourishment of wheat, and that is all that is necessary to anybody. It contains all the malt extract and pepsin of the wheat germ, and therefore

Germos is as good a health flour as Pillsbury's Best is a white flour; that is the best that can be said of it. Germos is something you ought to try.

232.511 bushels; anot quiet; No. 2 224c; options fairly active and steady, closing unchanged from yesterday; July closed at 22c; Soptember 234,622,6224c.
Hay dull. Hops steady. Hides quiet. Leather firm.

250 bags. Sugar, raw firm; refined strong.

BALTIMORE—Flour quiet and easy; western super \$2,50@2.75; do extra \$2,80@3.60; do family \$3,75@4.45; where wheat patent \$4,25@4.50; spring wheat straights, \$3,50@4.00; receipts \$3,500 barrels. Wheat firmer; spot 70%, \$710; September 71@71%; receipts \$3,500 bushels; exports 24,910 bushels; southern wheat by sample 65@72%; do on grade 70%72%; Corn strong; spot 30%, \$30%; September 31%, \$31%; southern white corn 32@330; southern white corn 32@330; southern yellow corn 33%, \$31%; couthern white corn 32@330; southern yellow corn 33%, \$31%; couthern white southern \$300; receipts 23; southern white southern \$300; receipts 23; bushels. Hay quiet; choice timothy \$13,50@14 0. Butter steady; fancy creamery 15@16c. Eggs very scarce and firm; fresh 5%c. Cheese firm; fancy New Yorks \$%c. Cheese firm; fancy New York

Wool. BOSTON—The American Wool and Cotton Reporter will say to-morrow of the wool trade: The market has been active and firm to a noteworthy degree.

active and firm to a inteworthy degree. This has been largely due to excessive speculation on the part of the trade, but there have also been some large sales to manufacturers, one Southern New England mill in particular, having made large purchases. A disposition is manifested toward holding wool for higher quotations, although nearly 11,000,000 pounds have been sold, mainly in large blocks. The demand for domestic has increased so far as to place it on a par with foreign wool. Staple territory wool is engerly sought for. Sales in Boston for the week aggregate 10,941,000 pounds, of which 5.889,000 pounds were domestic and 5.052,000 pounds foreign.

NEW YORK - Wool quiet.

Metals.

NEW YORK — Pig ton quiet; southern \$9 25@10 50; northern \$10 00@12 00.
Copper steady; brokers' 11%c; exchange 11%git; ldc. Tin easy; straits \$13 80@12 10; plates dull. Spelter firm; domestic \$4 25@4 35. Lead quiet but strong; exchange \$5 70@2 75; brokers' \$3 35.

Petrolemni.

OII, CITY-Credit balances 80c; cer-tificates, no bids; shipments 90,278 bar-rels; runs 262,813 barrels.

NEW YORK-Petroleum, Pennsylva nia crude, August, closed steady at 85c

ANYONE who suffers from that ter-rible plague, Itching Piles, will appre-ciate the immediate rollef and perma-nent care that comes through the use of Doan's Ointment. It never falls 12

SICK headache can be quickly and completely overcome by using those fatoous little pills known as "De Wilt's Little Early Hisers" Charles R Gottes, Market and Twelfth streets; Chatham Sinelair, Forty-sixth and Jacob streets; A. E. Scheele, No. 607 Main streets; Exley Bros. Fenn and Zane streets; llowie & Co., Bridgeport.

Very True, but it Kills All Pain.

Sold Everywhere, Every Day-

Without Rollef, There is No Payl

Lightning Hot Drops What a Funny Name!

\*

Del. & Hudson, 1164, Tol. & O. C. pre, 41
Del. Lack, & W.L. 126, Union Pacific. 6
Den, & R. G. p. 434, U. S. Express. 40
Erie 144, W. St. L. & P. 6
do first pre. 23 do preferred, 145
do second pre, 185, Wells Force 144 do Brat pre 23 W. St. L. & P. 6
do second pre 192, Wells Fargo Ex. 102
Illinois Central 202, Western Union. 843
Kan. & Tex. pre 204, Wheel'g & L. E. 2
do preferred. 64
Lake Store 189
Lead Trust. 39 L. S. Leather p. 109,
Mich. Central 1002, do preferred. 104
Mo. Pacific. 194

Bread. first pre...

Breadstuffs and Provision

CHICAGO-Corn maintained the leading position it assumed on 'change yes

terday, although the market showed more or less revival of speculation. Corn under heavy buying in the last half hour closed at ½0 advance after selling much below yesterday's closing price. Wheat was helped by higher foreign markets and corn, closing at 1%0 advance. Oats closed unchanged and provisions unchanged to 56 lower.

In wheat the foreign markets gave a good start in an upward direction to the price of the article here. New York had buying orders from abroad to begin the day with, and commission houses here had also direct orders on the same side of the market both from the United Kingdom and continent. Liverpool reported an advance of ½d per cental and Paris was said to show a gain of if for flour. St. Louis had a more builten view of the foreign situation than did the traders here, to judge from the way they inundated their Chicago brokers with buying orders at the opening and kept them up for the next half hour. The local contingent was not slow to follow the lead of St. Louis and bought freely for a time, but they were quick to take their profits when a half cent advance had been recorded. Opening sales of September were made at 65½c, the price it closed at yesterday, It advance had been recorded. Opening sales of September were made at 65½c, the price it closed at yesterday, It advance had been recorded. Opening sales of September were made at 65½c, the price it closed at yesterday, It advance had been recorded. Opening sales of September were made at 65½c, the price it closed at the sale point of 65½c. While the early strength in corn was a help to wheat at that time, the latter took little notice of the weak spell that afflicted corn temporarily in the middle of the day. It received the more telling support of a good fereign demand both for shipment and for futures. New York advised engagements for August-September export of 30 boatloads. The Atlantic port clearances of wheat and flour were equal to 360,000 bushles. The Chicago receipts were 13 care. Minneapolis and Duluth reported at New York a

prices, the market ruling stronger early but weakened long before noon. Sales were at an extreme range of \$3.15\% 35 for hogs and at \$2.25\% 35 for pigs. The bulk of the hogs sold at \$3.42\% 35.0 Sheep were wanted at \$2.90\% 25.0 for micric and culls up to \$3.50\% 35.5 for good to choice flocks. Prime natives were worth \$3.50\% 35.5 but an export demand was not in evidence and the sales of heavy native sheep were low-er. Lambs sold at \$3.90\% 35.5 spring lambs going at \$4.75 and upward. Shorn western lambs brought \$3.75\% 4.75. Receipts—Caitle 15.000 head; hogs 27.000 head; sheep 15.000 head. 27,000 head; sheep 15,000 head,
EAST LIBERTY—Cattle steady
and unchanged Hegs slow and a shade
lower; prime pigs 13 65@3 70; best light
Yorkers 33 66@3 65; best medium and
good Yorkers 33 66; ficavy 83 45@3 50;
roughs 12 25@3 15. Sheep steady;
choice \$3 55@4 00; common \$2 66@3 25;
spring lambs \$4 25@5 50; veal calves
\$5 00@6 50.

It closed.

In provisions, there was a disposition to sell by the people who have lately given the market its best support. The opening was easy on liberal hog receipts and under tree parkers offerings prices. given the market its best support. The opening was easy on liberal hog receipts and under free packers' offerings prices slowly slid off. Part of the decline was recovered later as corn made its final raily. At the close September pork was about unchanged at \$7.7%, Esptember lard 5c lower at \$4.12% and September ribs about 2½ lower at \$4.45% 47%. Estimated receipts for Thursday—Whest 9 cars; corn 230 cars; dats 135 cars; hogs 32,000 hend.

Cash quotations were as follows: Flour—Firm.

Wheat—No. 2 spring 70%; No. 3 spring 52670%; No. 2 red (new) 70%; Carn—No. 2, 256%27c; No. 2 yellow 25%; No. 3 white 191% 21%; No. 3 spring 526.00%; No. 2 red (new) 70%; No. 4, 30c.

Gais—No. 2, 17%; No. 2 white 21%; No. 3 white 191%; No. 3, 20%; No. 4, 30c.

Flaxseed—No. 1, 77%; 678%; Timothyaeed—Prime \$2.75.

Pork—Mese psc barrel \$7.70%; 75.

Lard—Per 100 the \$4.65.

Short ribs—Sides (boxed) 44.20%; 60.50; salted shoulders (boxed) 44.20%; 50.50; 5

Whisky-Distillers' finished goods per allon \$1 19. Butter-Market firm; creamery 12@ Butter-Market firm; crea 145c; dairies 9@12c. Cheese-Weak at 755854c. Eggs-Steady; fresh &c.

Open- | High- | Low- | Cles-MILE 17% 114

Corn, No. 2.
July
Sept.
Dec.
Oats, No. 2.
July Mens Pork. T 65 | 1 70 | 7 80 Tin Tin 1 10 1 as 1 at 10 4 42 5

NEW YORK — Flour receipts 20,938
barrels; exports 22,740 barrels; market
more active and stronger, holders aiktog 5675c more than yesterday.
Wheat, exports 35,991 bushels; spot
firmer; options opened strong, closing
15,5075c net bisher; No. 2 red July 159,
97754775c; September 714,6774c;

7244c. - Corn, receipts 144,275 bushels; exports 298,513 bushels; spot firmer; No. 2 31c;

298.513 bushels; spot firmer; No. 2 31c; options opened barely steady and closed \$4c not higher; July closed at 31c; September 31%6932%652%c.
Oats, receipts 25.092 bushels; exports

SEASHORE **TEXCURSIONS** VIA PENNSYLVARIA LINES.

> Low Rates for Vacation Trips and Outings Along the Ocean.

MERCHANT TAILOR.

\$15.00 Up.

\$4.00 Up.

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Spring Suitings

Trouserings.....

C. E. CALLIGAN.

o AGENT. O

RAILROADS.

Round Trip from Wheeling Only \$10

Hay dull. Hops steady. Hides quiet.
Leather firm.
Beef steady. Cutmeats steady. Lard
quiet; western steamed \$\frac{1}{2}\$ 15 nominal;
refined quiet. Pork dull. Tallow quiet.
Cottonseed oil steady. Rosin and turpentine quiet. Rice steady. Molasses
duil.
Coffee, options opened steady at unchanged prices and closed steady at net
unchanged to 5 points higher; sales 14,250 bags. Sugar, raw firm; refined
strong. To Atlantic City, Cape May, Avalon, Sea Isle City, Anglesca, Ocean City, Holly Beach or Wildwood, round trip tickets to either resort being obtainable at the sam

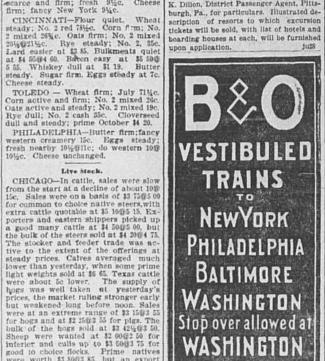
The first excursion will be run Thursday, July 15, followed by others on July 29, August 12 and 21. Round trip rates to either Atlantic City, Cape May, Avalor Sea Isle City, Anglesea, Ocean City, Wild-wood or Holly Beach, New Jersey, will be

### \$10 FROM WHEELING.

Excursion tickets will be good leaving Excursion tickets will be good leaving Wheeling at 1:25 p. m. and 3:25 p. m. (city time) on the above dates. The 12:26 p. m. train connects in Pittsburgh Union Station with through trains to Philadelphia and Atlantic City. The 5:25 p. m. train will have Sleeping Cars from Wheeling through Pittsburgh and Philadelphia to Atlantic City, via Delaware River Bridge Route without change.

The return limit will cover twelve days including date of sale, which will be ample for customary ten days' vacation. For

including date of sale, which will be ample for customary ten days' vacation. For further desired information, apply to Jno. G. Tomlinson, Ticket Agent, or address J. K. Dillon, District Passenger Agent, Pitts-burgh, Pa., for particulars. Illustrated de-scription of resorts to which excursion tickets will be sold, with list of hotels and beautier houses at each will be furnished. boarding houses at each, will be furnished upon application. ju28



### FAST · TIME OVER . PENNSYLVANIA SHORT LINES

"PAN HANDLE ROUTE."

LEAVE WHEELING 8:45 A. M. CITY TIME. DAILLY EXCEPT SUNDAY. ATTIVE COLUMBES. 2:25 p. m. ATTIVE CINCINNATI. 5:05 p. m. ATTIVE SUNDAY. 5:05 p. m. ATTIVE ST. LOUIS. 7:30 s. m. PENNSYLVANIA STANDARD

PENNSYLVANIA DINING CAR.
PENNSYLVANIA DINING CAR.
PULLMAN CARS FROM WHEELING
JUNCTION THROUGH WITHOUT
CHANGE.

OTHER TRAINS LEAVE WHEELING.

For Steubenville and Pittsburgh 7:25 a. m. week days; for Pittsburgh and the East and for Columbus and Chicago at 17 and 18 an OTHER TRAINS LEAVE WHEELING.

Passenger and Ticket Agent, Wheeling,

#### WHEELING BRIDGE & TERMINAL RY C. O. BREWSTER, Receiver.

C. O. BREWSTER, Receiver.

Time Table No. 13, to take effect 12:01 a. m.,
Leave Wheeling—48:09, 19:45, \$11:40 a. m.,
Leave Wheeling—48:09, 19:45, \$11:40 a. m.,
Leave Peninsula—18:08, 19:45, \$11:40 a. m.,
Leave Peninsula—18:08, 19:45, \$11:40 a. m.,
Leave Martin's Ferry—58:11, 19:67, \$11:50
a. m., 12:38, 12:36, \$1:40, \$10:10
Arrive Terminal Junction—18:17, 10:08,
\$11:50, a. m., \$12:8, 12:36, \$1:40, \$1:40 a. m.,
Leave Martin's Ferry—58:12, \$1:40 a. m.,
Leave Terminal Junction—18:17, \$1:40 a. m.,
Leave Martin's \$1:40, \$1:40, \$1:40, \$1:40, a. m.,
Leave Martin's \$1:40, \$1:40, \$1:40 a. m.,
Leave Martin's \$1:40, \$1:40, \$1:40 a. m.,
Leave Martin's \$1:40, \$1:40, \$1:40 a. m.,
Leave Martin's Ferry—10:40 a. m.,
Leave Martin's Ferr

All trains will run on Eastern Time. J. E. TAUSSIG, Superintendent.

## WHEELING & ELM GROVE RAILROAD.

On and after Saturday, February 2, 1895, trains will run as follows, city time:

Trains will run as follows, city time:

Leave Wheeling Leave Em Grove.

Ten Tme Tra Tme Ten Tme Tra Tme The Record of the Record

Depart. [B.&O.—Main Line East.] Arrive, 12:15 am Wash, Bai., Phil. N.Y. 9:25 am 5:00 pm Wash, Bai., Phil. N.Y. 7:70.am. Cumberland Accom. 14:25 pm 5:50 pm Grafton Accom. 14:25 pm 10:05 am Washington City Ex. 10:26 pm

RAILWAY TIME CARD.

Depart. B.&O.—CO. Div., West Arrive.
77.58 am For Columbus and Chi. 71.18 am
17.26 am. Cambridge Accom... 77.26 pm
11.46 pm Columbus and Chiefa. 52.5 pm
11.46 pm Columbus and Chiefa. 52.5 pm
11.45 pm Columbus and Chiefa. 52.5 am
17.25 am St. Calarville Accom... 112.8 am
17.25 am St. Calarville Accom... 77.8 pm
10.46 am Sandusky Mail. 52.5 pm

Depart. | C. & P.—Bridgeport. | Arrive.

19-131 am Fort Wayne and Chi. | 97-15 pm.

19-131 am . Canton and Toledo. | 12-15 pm.

19-131 am Alliance and Cleveland | 13-25 pm.

19-132 am Steuberville and Pitts. | 19-25 pm.

19-03 am Steuberville and Pitts. | 19-25 pm.

19-03 pm Fort Wayne and Chi. | 19-26 pm.

19-04 pm. Canton and Toledo. | 19-26 pm.

19-13 pm. Alliance and Cleveland | 13-5 pm.

19-13 pm. Steube and Wellsville | 18-25 pm.

19-24 pm. Haltimore and Wellsville | 18-26 pm.

19-25 pm. Haltimore and Wellsville | 18-26 pm.

19-25 pm. Baltimore and Wellsville | 18-26 pm.

19-25 pm. Steube and Wellsville | 18-26 pm.

19-25 pm. Steube and Wellsville | 18-26 pm.

19-25 pm. Steube and Wellsville | 18-26 pm.

Depart, Ohio River R. R. | Arrive., \*6.50 am Park, and Way Points \*10.50 am 77.30 am Charleston and Cincia. \*5.40 pm \*12.45 pm Cincin. and Lexington \*6.50 pm \*4:15 pm Park, and Way Points \$2.00 pm

RAILROADS.

BALTIMORB & OHIO. Departure and arriv-al of trains at Wheel-ing. Eastern time, Schedule in effect May Schedule in effect May 15, 187.

MAIN LINE EAST. For Haitimore, Philadelphia and New York, 1222 and 10:55 a.

Cumberland Accommodation, 7:00 a. m., daily except Sunday.

Grafton Accommodation, 5:00 p. m. daily.

ARRIVE.

From New York, Philadelphia and Bal-timore, 8:20 a.,m., daily. Washington Express, 10:20 p. m. daily. Cumberland Accommodation, 4:20 p. m., except Sunday. Grafton Accommodation, 10:10 a. m., TRANS-OHIO DIVISION.

TRANS-GHIO DIVISION.
For Columbus and Chicago, 7:35 a. m and
3:35 p. m., daily.
Columbus and Cincinnati Express, 10:40
a. m. and 11:40 p. m., daily.
Sandusky Mail 10:40 a. m. daily.
St. Clairsville Accommodation, 7:35 a. m.,
and 3:25 p. m., daily, except Sunday,
Cambridge Accommodation, 7:35 a. m.,
except Sunday.
ARRIVE.

ARRIVE. Chicago Express, 1:15 a. m. and 11:50 a.

m. dally.

Cambridge Accommodation, 7:30 p. m.
except Sunday.

Cincinnati Express, 5:05 s. m. and 5:65 p.

m. daily. Sandusky Mail, 6:05 p. m., daily. Sandusky Mail, 6:05 p. m., daily. St. Clairsville Accommodation, 11:56 a. m. and 7:30 p. m. daily, except Sunday. WHEELING & PITTSBURGH DIV. For Pittsburgh, 5:10 and 7:10 a. m. and 5:10 p. m., daily, and 1:15 p. m., daily ex-5:10 p. m., daily, and 1:15 p. m., daily except Sunday. For Pittsburgh and the East, 5:10 a. m. and 5:10 p. m., daily.

ARRIVE. From Pittsburgh, 10:25 a. m., 6:50 p. m., and 11:30 p. m., daily, and 12:15 p. m., except Sunday.

cept Sunday. W. M. GREENE,
General Manager, Baltimore, Md.
D. B. MARTIN,
Pansenger Trame Manager, Baltimore Md.
T. P. A., Wheeling, W. Va.

OHIO RIVER RAILROAD COMPANY.

Time Table in Effect June 27, 1897. East-"Daily. (Daily Except Sunday.

cept Sunday.

\*9 | 11 | \*3 | \*5 |

Cin. 9:10 | 12:45 |

Fast Line | 11:25 | 3:25 Wheeling .....Ar Point Pleasant.....

Via K. & M. Ry.

Point Pleasant...Lv

Charleston .... Ar p. m. 12:37 6:51 12:29 17:10 Gallipolis ... A. Huntington ... Via C. & O. Ry. Lv. Huntington ... Ar. Charleston ... 12:38 T:23 1:35 8:40 Kenova ...... Ar
Vin C. & O. Ry.
Lv. Kenova ....
Cineinnati, O. Ar
Lexington, Ky. Ar
Louisville, Ky. Ar p. m. p \*1:55 5:00 5:20 8:15

JOHN J. ARCHER, G. P. A. o THE O

BAILWAY COMPANY. Central Standard Time. Time Schedule of Passenger Trains in effect Sunday, May 16, 1897. Cleveland Depet Foot South Water Street. DEPART.

Cleveland, Lorain & Wheeling

Sterling
Seville
Medina
Lester
Grafton
Flyria
Lorain
Lorain
Lester Junction
Cleveland

Bellaire
Bridgeport
Uhrichsville
New Philadelphia.
Canal Dover

Nos. 1. 5. s and 6 daily between Cleveland and Unry haville. Other trains daily except Zanaky.

Fascengers between Wherling Martin's Ferry, Belairs and Bridgepert take Electric Railway M. G. CARREL O. P. A. Cleveland, Ohio.

O. R. WOOD, T. P. A., Wheeling, W. Va.